

**Department of Transportation
Project No. 57-113
Route 165 (Shetucket Turnpike) over Pachaug Pond
Town of Griswold**

**Tuesday, November 10, 2009
Griswold Town Hall Meeting Room**

Minutes

Present:

Mary Baker – Connecticut Department of Transportation
E. Allen Randall – Close, Jensen and Miller, P.C.
Edward Sakl III – Close, Jensen and Miller, P.C.

Presentation:

A presentation was delivered by Ms. Mary Baker from the Department and Edward Sakl III of Close, Jensen and Miller, P.C.

The Town of Griswold First Selectman Philip Anthony, Jr., Second Selectman Steven Mikutel, fourteen individuals from the public, Close, Jensen and Miller, P.C. and the Connecticut Department of Transportation personnel attended the regularly scheduled Selectman's Meeting. The Public Information Meeting Presentation for the subject bridge replacement was first on the agenda. The following items were discussed in the presentation.

- The project consists of replacing the existing twenty-four foot clear span structure comprised of a reinforced concrete slab supported by reinforced concrete abutments.
- The main reason for the replacement is the deteriorated condition of the substructure.
- The proposed replacement is an integral abutment structure founded on steel piles supporting a cast-in-place concrete deck and galvanized steel beams spanning forty feet (clear).
- The structure replacement will be performed by maintaining alternating one-way traffic during stage construction using temporary signalization, with pre-emption, or stop sign control.
- The proposed sequence of construction operations was described. During Stage 1, work will be performed on the south side of the bridge, while traffic is maintained on the north side of the bridge. During Stage 2, work will be performed on the north side of the bridge, while traffic is maintained on the newly constructed south side of the bridge.
- Environmental Permits will need to be obtained prior to the start of construction. The Environmental Permits required are the Connecticut Department of Environmental Protection (CTDEP) Flood Management Certification, Inland

Wetlands and Watercourses Permit and the Army Corps of Engineers (ACOE) Programmatic General Permit.

- There are no impacts to private property anticipated because the State's Right-of-Way along Route 165 is approximately 100 feet.
- The proposed start of construction is anticipated to be in the spring of 2012 with construction completion in the fall of 2013. This schedule is predicated upon the availability of funding and the receipt of permits.
- The anticipated cost of the project is \$3,100,000 and funding is anticipated to be 80% Federal funds and 20% State funds. No Town of Griswold funding will be required.

Public Comments and Questions:

- Question: The First Selectman asked if the funding has been secured for the project.

Response: Ms. Baker explained that the bridge is on the State Bridge Program List; therefore, funding will be in place prior to the start of construction.

- Question: The First Selectman asked if there are any impacts to private property.

Response: Mr. Sakl stated that there are no impacts to private property anticipated because of the State's Right-of-Way width along Route 165.

- Comment: The Second Selectman had concerns regarding the alternating one-way traffic scheme during stage construction.

Response: Ms. Baker explained that advance warning signs will be placed to warn motorists that there is construction and alternating one-way traffic ahead. Prior to and during construction the District will communicate with Town Officials to keep them abreast of the schedule. There will be temporary illumination units lighting the area adjacent to the stop bars for the temporary signals or stop signs. The temporary precast concrete barrier curbs will have delineators installed on top of them to guide motorists during stage construction.

- Comment: A Resident agreed with the widening of the shoulders. He stated that fishermen use the area and that there is an ice cream shop located near the bridge and that people walk or bike over the bridge to get there.

Response: The proposed shoulder width will be increased to 5 feet in each direction. Coordination has been initiated with the Intermodal Planning, Bikeway/Pedestrian Coordinator to receive his comments.

- Comment: The First Selectman requested that he be notified of the major design milestones.

Response: Ms. Baker and Mr. Sakl agreed that it was important for the town to be notified of the design submissions and any other important project milestones.

Adjournment: The presentation for the bridge replacement concluded at 7:00 p.m.

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